

A sample of coal brought by Mr. H. H. Hays, sec. 4, tp. 2, range 6, from the Sioux field, and which has been found the best section is of excellent quality. We are in a trial, and it burns equally well (but not quite so free; there is no tendency to ring up a good fire with it, and it shows a good heat. The coal used was from a ravine bank and about 100 ft. from the branch railway to these mines would be able to supply this excellent coal for the branch line. The price for the 100 tons for \$3.50 per ton. Mr. H. H. Hays said several times that the coal was a very fine quality, and he would not sell it for his own interests and pay a better price for his own.

Millinery Slaughter!

The subscriber offers the balance of her stock of General
Millinery and Fancy Goods
at slaughter prices regardless of Cost. The assortment is complete.

FARM PRODUCE

taken in exchange.

Cutting and Fitting

done on the premises

Two or three apprentice girls wanted to whom a good chance will be given.

Opposite the Post Office.

WILSON & CO.

DEALERS IN

Hardware STOVES

AND

TINWARE

CORNER 7th and

ROSSER AVENUE

"EXCELSIOR,"

Is the Motto of the

UXBRIDGE ORGAN CO'Y.

Their instruments are made in the most substantial manner, from the best material that can be had.

THE

UXBRIDGE ORGAN

ELEGANT IN DESIGN

While the finish is DURABLE & COMPLETE in every part. The Company's intention is that no inferior work shall leave their factory, they have now been running nearly fifty years, and always give a five years' warranty with each organ.

Please call on our agent,

MR. JOHN ROSS,

BRANDON,

Who will be pleased to show you some of our organs.

UXBRIDGE ORGAN MFG. CO.,

UXBRIDGE, ONT.

MUNROE & CO.

Have Removed

NINTH STREET,

BETWEEN

Rosser and Pacific Avenues

They have now full lines of the

Best Brands!

— OR —

LIQUORS IN STOCK,

Selling at the

LOWEST PRICES.

THE

GROCERY

DEPARTMENT

In the old Stand, 625 Street, north of the Grand Central Hotel, stocked with the

Best and Freshest!

at everything in their lines—Groceries and Provisions.

Prices Low!

AND

Dealing on the Square!

Perfect Fits.

IF YOU WANT A

Cheap & Neat Fitting Suit

—Call on—

L. STOCKTON,

Next to Dr. Fleming's Drug Store.

Fashionable

Winter

Suits

FROM \$16 UP.

All work guaranteed to give satisfaction. Bring along your cash and we will make prices suit you.

L. STOCKTON.

Pioneer Tailor.

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THE CANADIAN NEEDLE CO. 40 and 42, Front St. East, Toronto. Get up the "Nearest" most complete and Best Selling Needle Package in America. Send 25 cents for Samples of No. 4, finished in Fine Finish. Particulars sent when stamps are enclosed for reply.

Don't worry if you are out of employment. Write to Mr. Kowal, 11, Wellington Street East, Toronto. Send stamps for reply.

ADVICE TO MOTHERS.—Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? It is not at all rare and your little one is suffering. Give your child **WINSLOW'S SOOTHING SYRUP** for Children Teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers; there is no mistake about it. It cures Colic, Wind, Diarrhoea, regulates the Stomach and Bowels, cures Wind Colic, softens the Stomach, reduces inflammation, and gives tone and energy to the whole system. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best female physicians and nurses in the United States, and is sold by all druggists throughout the world. Price 25 cents a bottle. Be sure ask for "Mrs. Winslow's Soothing Syrup" and take no other kind.

YOUNG MEN.—READ THIS.

THE VOLTAIC BELT Co., of Marshall Mich. offer to sell their celebrated Voltaic Belt and other ELECTRIC APPLIANCES on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor and strength guaranteed. No risk is incurred as thirty days trial is allowed. Write them a line for illustrated pamphlet free.

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DR. LEBUC'S PERIODICAL PILLS.

These pills are compounded from the purest drugs, from those only which are known to act on the Generative Organs in families. It is a well known fact that a very large proportion of the diseases which females are liable are the direct result of suppressed or disordered menstruation, and it is necessary therefore that a safe and reliable remedy for the cure of these diseases be placed within the reach of every one. Dr. LeBuc's pills are the oldest, most generally used, and most reliable remedy for the cure of suppressed menstruation, and other uterine diseases, and wherever they have been introduced have driven every other remedy out of the market. They were first introduced into France, France, by Dr. LeBuc in 1850, and have so gained the confidence of the public that they have for years been the standing remedy in every household. Ask any druggist or chemist for them. Finding these pills failing to exert menstruation will be refunded their money in every case, but must not be taken during the first five months of pregnancy. The genuine can only be obtained from the sole agent, N.J. Halpin, Chemist and Druggist, Medical Hall, Brandon, Man.

Drunkenness, or the Ignorant Habit, can be cured by Administering Dr. Haines' Golden Specific.

It can be given in a cup of coffee or tea without the knowledge of the person taking it, effecting a speedy and permanent cure, whether the patient is a moderate drinker or an alcoholic wretch. Thousands of drunks have been made temperate men who have taken the Golden Specific in their coffee without their knowledge, and today believe that drinking of their coffee will do them good. No harmful effects result from its administration. Cures guaranteed. Circulars and testimonials sent free. Address: DR. HAINES' SPECIFIC, 111, Col. St. Kansas City, Mo.

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A PERMANENT

Sure Cure for Diseases,

Disorders and ailments of the kidneys, bladder and urinary system, or attendant complications—causing pain in small of back, waist, etc., producing urinary disorders, such as too frequent, scanty, difficult, painful or copious micturition, inability of retention and sedimentary urine, discolored urine, etc., denoting the presence in the system of diseases common to the urinary secretory organs, known as gravel, catarrh of the bladder and passages, Bright's disease, diabetes, dropsy, piles, nervous debility, etc., etc.

Pamphlets and testimonials can be obtained from druggists free.

Prices: Child's pad, \$1.50 (four bed wetting); regular pad, \$2. Special pad for chronic diseases \$3.

"Good BACKING."—As the Starr Kidney Pad Co., of Toronto, are again introducing in this province their famous cure, it is only fair to call attention to the long period of success which has greeted their great medicine for so many distressing diseases. The in-veterate complaint of diabetes and Bright's disease of the kidneys are affirmed by reliable people, yielding to the persevering application of this company's pad, which have no equal in the effective treatment of long back and all weakness of the bladder and genito-urinary organs." *Victoria Colonist*, Sept. 11, 1896.

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The undersigned having been restored to health by simple means, after suffering for several years, with a severe lung affection, and that dread disease Consumption, is anxious to make known to his fellow sufferers the means of cure. To those who desire it, he will cheerfully send (free of charge) a copy of the prescription used, which they will find a sure cure for Consumption, Asthma, Catarrh, Bronchitis and all throat and lung Maladies. He hopes all sufferers will try his remedy, as it is available. Those desiring the prescription, which will cost them nothing, and may prove a blessing, will please address, REV. EDWARD A. WILSON, Williamsburg, Kings County, New York.

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MANUFACTURING CHEMISTS.

Ask for our Specialties!

LAVANDER WATER,

A fine Toilet Perfume.

WINTER BALM,

For Chapped Hands, etc.

POWELL'S BALSAM,

For Coughs and Colds.

TOOTH POWDER,

None Equal.

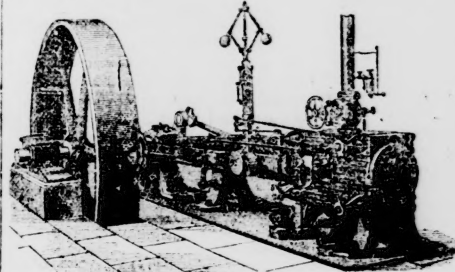
QUININE WINE,

An Excellent Tonic.

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The Best Made.

A large consignment of Lubine's, Atkinson's and Ricksecker's Perfume just received. Pure Drugs at Low Prices. Prescriptions carefully prepared. [Night Bell.]



ROBERT MUIR & CO.,

Machinery Brokers,

21 McWILLIAM STREET EAST, WINNIPEG, MAN

—DEALERS IN—

Flour Mill Machinery, Engines, Boilers, Steamboat Machinery,

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A Specialty made of Programming & Freeting Flour Mills on Latest Improved System

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SEVERAL MILLS AND ELEVATORS FOR SALE.

NEUMEYER & PEARES.

THE BREWERY,

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Brewers of the celebrated India Pale Ale,

Imperial Stout. Noted XX Porter, in Casks or Bottles.

A Positive Cure.

A Painless Cure.



FACTS FOR MEN OF ALL AGES.

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M. V. LUBON'S SPECIFIC NO. 2.

THE GREAT HEALTH REVEALER.

Marvel of Healing, and Kinkinor of Medicines.

Cures the terrible consequences of Indiscretion, Exposure and Overwork.

YOUNG, MIDDLE-AGED AND OLD MEN

Who are broken down from the effects of abuse will find in No. 2 a radical cure for nervous debility, organic weakness, involuntary vital losses, etc.

Symptoms for which No. 2 should be taken.—Want of energy, vertigo, want of purpose, dimness of sight, aversion to society, want of confidence, aversion of conversation, desire for solitude, listlessness and inability to fix the attention on a particular subject, cowardice, depression of spirits, paleness, loss of memory, excitability of temper, impatience, or loss of the seminal fluid—the result of self abuse or marital excess—impotence, imbecility, constipation, barrenness, palpitation of the heart, hysterical feeling in females, trembling, melancholy, distressing dreams, etc., are all symptoms of this terrible habit, oftentimes inescapably acquired. In short, the spring of vital force having lost its tension, every function wastes in consequence. Scientific writers and the experienced of various systems unite in ascribing to the effects of self abuse the great majority of wasted lives which come under their notice. If you are incompetent for the arduous duties of business, incapacitated for the enjoyment of life, or suffer an occasional loss of the effect of early loss. If you are advanced in years, No. 2 will give you full vigor and strength. If you are broken down, physically and morally, from early indiscretion, the result of ignorance and folly, send your address and 10 cents in stamps for M. V. Lubon's Treatise in Book Form on Diseases of Man. Sent and secure from circulation.

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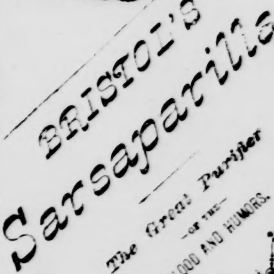
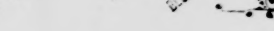
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A Permanent Cure.

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ST. FIRST CLASS
BY PROMPTLY FILLED
CROSS STREET.
APPROPRIATE
APPLICATION.

Van Horne on Rates.

Describes Canadian Railway Men as High Minded Patriots.
Long and Short Hauls—Winnipeg Bissed with a Coal Monopoly.

Montreal Gazette, December 21.

Mr. W. C. Van Horne, vice president of the Canadian Pacific railway, was before the Royal Commission on Railways yesterday afternoon. In reply to questions by the members, he said: Our classification of freight, like that of all other railways, is based upon the character of the different commodities—their value, bulk and handling quality, and the cost attending their transportation, including their liability to damage to the freight. But the common experience of transportation lines has resulted, in the course of time, in a great many modifications, whereby certain commodities, because of their importance to manufacturers, or of some other similar reason, are placed below their analogous class. The classification is the foundation of the freight tariff. The rates for the different classes are governed chiefly by distance; but the whole tariff scheme, which includes both classification and rates, is worked out with a view to securing the largest practicable revenue in such a way as to be least felt by the public, care being taken to set the scale of rates, while being taken to provide for the needs of the company in the way of working expenses, interest and profits is not made as to the retard the development of the country upon which the railway depends for its support. In fixing the scale of rates, the fact that the freight is carried by rail, and that the distance is relatively high, because the delay to cars, the expense to management, cost of handling, and hundred other items of expense, which may be called expenses, "these little," if any, reduction to the distance the freight is carried, while what may be termed the expense of carrying depends chiefly upon distance, and not upon the distance income, the percentage of cost representing the fixed expense grows less, until, in the case of an extreme distance, it is hardly perceptible, although for a short distance it may represent nearly the entire cost. While each railway may have its own scale of rates to suit its particular circumstances, its classification corresponds with that of its neighboring lines to a certain extent. A general tariff once formed by a railway company, special tariffs of various kinds have to be issued immediately to meet the special needs of the trade along the line and to encourage special industries, and special rates have to be quoted from day to day, because no tariff, general or special, can be made to provide for the changing requirements of the business of the country. This is true whether there is competition or not, but competition adds greatly to the complexity of the situation. In making rates, it is frequently necessary to consider what the rate will be on the part of the competitor; but it does not follow, as is sometimes supposed, that in doing this the railway figure to get all it will be.

FIXED TARIFF IS IMPOSSIBLE.
Although competition can be controlled, as in the case of the world's market for commodities, it is very material change in the rates of transportation in the case of the railway. The conditions are not like commodities, and an inelastic tariff would hamper the business of the country. Such a tariff on the Canadian railways would place Canadian shipping at a tremendous disadvantage in competition with their American neighbors. Freight on and when a transaction takes place a special rate is given. It would be necessary to wait the publication and revision of a new tariff. Some of the most important traffic arrangements are made by telegraph, and cases are of almost daily occurrence when a day or even an hour would result in the loss of business either to the shipper or the railway, or both. That is to say, business, through which the local manufacturers have to go frequently for rates to enable them to meet some outside competition in regard to particular points so that freedom in making is as important in the case as it is in competitive, or tariffed.

DIFFERENT CHARGES FOR SIMILAR DISTANCES.
It is sometimes forced upon the railways by competition, in some cases they result in circumstances affecting the cost of transportation, for example, freight going in the direction of the heaviest tonnage movement is much more to move as it is going in the opposite direction. It would be to load returning freight cars and where it would be loaded by the railway otherwise running light. It is necessary to make special rates to stimulate traffic in the direction of the heaviest tonnage, but such cases are usually temporary. There is a great difference in the cost of transportation on the various sections of the Canadian Pacific, but when these differences are taken into the tariffs such wide and naturally separated sections are covered that several different rates are not affected as against each other. I do not think there is any intentional discrimination against business in Canada. Circumstances, however, in some cases give one place an advantage over another. Toronto complains that it is a disadvantage from western points to Montreal as cheaply as to Toronto, notwithstanding the difference in distance. That is carried from the Maritime Provinces as cheaply as from Montreal; but such anomalies result from the geographical position of these cities in relation to the Atlantic seaboard, and I do not see how they can be cured without serious injury to some sections of the country, and away from the Canadian railways and into American channels, as it is, notably in the case of the railway towards direct shipments.

OUR SHARPEST COMPETITION
is by way of Boston from Ontario points, especially from points west of Toronto, rail to Boston, and water from Boston to destination. The competition by the American lines affects the rates over quite wide areas, and if a specially low rate to meet American competition is made on any one point, it directly affects the business in all other points placed at too great a disadvantage. The railways cannot afford to have the industries at points strictly local deprived of the business by much lower rates from competing points.

A COAL MONOPOLY.
I do not think that in Canada large ships are favored over smaller ones, it both ship in car load lots. Possibly in the export trade, where round lots are required, special rates may be given at times to secure such lots, which can only be furnished by large shippers; but I do not personally know of any such cases. The only exception to the general rule of which I have any knowledge is a special rate on hard coal from Thunder Bay to Winnipeg. A rate is given to parties shipping 10,000 tons or more in one season, on condition that the coal shall be sold at a certain fixed price. The supply could not be left to chance, nor could the selling price be safely left to competition. A short supply would be a very serious matter, and it was necessary to make the large dealer reasonably secure in putting in the necessary winter stock. The arrangement practically confines the business to one or two parties, who, handling large quantities are able to buy direct from the mines, while small dealers would have to buy from middlemen. This, together with the certainty of the results, enables the coal dealer to sell at prices which would not otherwise be possible. The arrangement seems to be appreciated and approved by the Winnipeg people. Possibly it has not occurred to them that it is a monopoly, and that its effects are precisely the same as that of the larger monopoly they have been talking about as outrageous. And as it may be relatively cheaper at 10 in Winnipeg than at 14 in Pennsylvania, and so with railway rates.

Q. You were speaking about the rate on coal to Winnipeg on quantities of not less than 10,000 tons; if that same privilege were given for small quantities, would the supply be furnished in lots of ten tons? **A.** No, I think not. The large dealers would not dare to put in the full winter supply. Small dealers might ship in enough coal and they might not, but the consequence would be serious beyond description if there was a failure to get in a sufficient supply, and no such selling price could be secured in that way, because we could not restrict the large dealers to prices, while leaving the small dealers free. Before this arrangement was made, the most outrageous prices were charged for coal in the Northwest. For instance, at one time \$27 a ton was charged at Regina, but when the company took the matter in hand and made such an arrangement, the price was brought down at once to about half that. I may say that this arrangement to ship 10,000 tons or more is open to anybody who will ship that much.

THE CARRYING OF UNITED STATES FREIGHT
through Canada, even at very low rates, tends to cheapen Canadian rates. Such carriage does not work injury to Canada shippers, because if the Canadian railways do not carry it the American lines will, and at practically the same rates. This business enables the Canadian railways to maintain a larger amount of rolling stock than they otherwise could afford, and this enables them to meet any extraordinary demands of local traffic. It gives employment to many additional men in the repair shops and elsewhere, and enables the Canadian railways to keep their forces together in all seasons. And a thing that there is no profit in some of this freight, and a loss in some of it, it all adds a profit on the whole. As it is, it is through American passenger traffic is very profitable to the Canadian railways, and in arranging with connecting lines beyond the international boundary to secure this freight traffic has to be provided for at the same time, whether it pays or not. If the local Canadian traffic had a one to support the railways, the local rates would certainly be much higher, complaint has frequently been made of the carriage to express freight by the Grand Trunk railway from Chicago to Portland at excessively low rates; but the fact is overlooked that express freight is carried at a loss when Canada does not afford the necessary tonnage to meet the obligations of the railway company to the steamships, and that these obligations to provide tonnage were undertaken on the purpose of securing a regular and cheap Atlantic service, and that were it not for these obligations Canada would have to pay much higher rates than now on her exports and imports. That is clear.

NO COMPLAINTS OF THE EXPRESS SERVICE
on the Canadian Pacific except as to rates. The rates may seem high in some cases, but an extensive and expensive organization is necessary to the proper performance of the service, and the volume of the express business in Canada generally is far less than anywhere in the United States. This is chiefly due to the exceptionally good local freight service, particularly for short distance, on the Canadian railways—a far better service than I know of elsewhere in America. So long as freight is taken from Montreal for instance, at night, and delivered at Quebec, Ottawa, etc., the next morning, there will be little express matter carried, aside from small packages and money. I do not think the railways would care to undertake the express business direct. The express rates would be at once attacked, because few people will permit themselves to see the vast difference in cost between carrying goods on passenger cars and freight trains, to say nothing of the cost of the special service involved in collecting and distributing express freight and parcels, and of the special risks involved, and besides, it is desirable that the express service on a leading railway should extend over the principal connections of that railway, and this could not well be done without a separate organization.

LONG AND SHORT HAUL.
Q. Please give your view as to the practicality of adopting on the roads in Can-

ada the principle of making no greater charge for a shorter than a long haul on the same line and in same direction? **A.** I think it impracticable in Canada or anywhere else. This has been the chief feature of all the legislation or attempted legislation against railways for a good many years, but the laws based upon this principle, have invariably proved abortive. It was the most important provision in the Interstate Commerce act of the last United States Congress, and the commissioners under that act found it necessary at once upon assuming office to suspend this provision in some cases and to modify it in others, until soon there was hardly a ghost of it left. The application of such a principle to the Canadian railways would deprive them of all through American traffic, and would send practically all the Canadian exports to the United States seaports by the shortest routes. Freight from Ontario for the Maritime provinces would have to go by the way of Boston, or some other American port, because the Canadian railways could not meet the rates that way without reducing their immediate rates to a ruinous extent. A glance at the map will show why this is so. The Canadian frontier from the Gulf of St. Lawrence to Lake Erie is nearly parallel with the American seaboard, and there is a short cut to Lake Erie over the American lines from all points on that frontier. Again water affects the local rates of the railway, all the way from the head of Lake Superior to the Gulf of St. Lawrence. The important cities and towns of Canada are nearly all situated on navigable waters, and as distance to a comparatively small extent in water transportation, the application of the principle in question would place the Canadian railways in a helpless position. I do not see how it could be applied to even local business in Canada, because of the peculiarities of the water commerce, the distribution of the navigable waters through the country. For illustration, a steamboat offers to take freight from Toronto to Montreal, on a particular day at a particular rate, the Canadian Pacific railway company, in meeting that rate, would be obliged to make the same rate for freight to Montreal, and many other points. It would at once become a question whether they could afford to reduce these intermediate rates or lose the Toronto shipments.

GRANTING RAILWAY CHARTERS.
I believe in a general railway law, under which a railway company may be organized as readily and as freely as any other joint stock company. Perfect freedom in the making of railways could not injure the public, and the result of the general railway laws in the United States has shown that this freedom seldom, if ever, injured the older lines. Each new railway in a new country quickly makes a business for itself and something for the others. In Illinois, Iowa, Minnesota, and in most of the States where railway building has been long free, much the greater part of the railway mileage earns regular dividends. It is an old world policy that railways should be protected against the building of new lines. New railways are an impediment to the development of the country, and the old lines can move them to the west. The Canadian Pacific lines to Ontario have not injured, and will not injure the Grand Trunk. I am convinced that the Grand Trunk has only suffered from these lines in peace of mind and not in earnings. I may appear to be inconsistent in advocating freedom in railway building while the Canadian Pacific company is enjoying certain protection in the Northwest, but it should be remembered that this protection was provided against lines which, if built, would divert traffic from the country rather than aid its development, and that it was provided to secure the building of a railway around Lake Superior, which, while of vital importance to the country, could not have been safely made by any company without the protection for a time of the traffic upon which it would have to depend for support; and further, that this protection was intended as much for the interests of Eastern Canada as for the railway company. A general railway law could easily be made to provide for the contract obligation as long it lasts. I believe that a general railway law would materialize shortly every session of Parliament, and save the country in this way a great deal of expense. It would put an end to the numerous applications for special charters—most of them to be hawked about for sale, at first for millions, then for thousands, and later for hundreds; but meantime, perhaps, standing in the way of legitimate enterprises.

Q. Do you think it would be advisable to have a body to whom applications for these charters should go, and whose duty it should be to examine into the financial ability of the applicants before they are granted? **A.** I do not think there should be any restrictions of that kind. I think there should be a general railway law with sufficient provisions for the protection of the public, and then if a man or company had the necessary money to build a railway, or thought so, I believe an opportunity should be given to have it tried. There are a great many people who have been unable to show any money whatever, who have succeeded in building railways. I am unable to see why the Railway committee of the Privy Council should not exercise all of the powers that are conferred upon special railway commissions in the United States, and to very much better advantage.

By the census return for Manitoba for 1886 we find the population of each of the four Municipalities comprising this county is as follows: Woodworth 875; Townships, 1136 persons; Wallace (12 Townships), 1184 persons; Pipestone (12 Townships), 837 persons; Sifton (9 Townships), 562 persons; total for County, 3719 persons.

The C. P. R. company has commenced the erection of a mammoth shed, calculated to hold 50,000 bushels of wheat. The shed is located near the large elevator at Port William, and the material is being worked with a view of using it in the construction of the new elevator which the company intend building during the coming summer. The company have also leased an old mill west of Port William for storing purposes, and McBean Bros. have leased the warehouses on Mark's wharf at Port Arthur, so with all these facilities it is very probably that a blockade can be averted until the opening of navigation. The large elevator is not yet built.

Honest Talk.

THE MARGAINS

Of the day in!

HOLIDAY GOODS,

—AT—

Patterson's

old stand

THE CHOICEST!

presents to be found in the City, and the

Prices

Rock Bottom

to Clear out the

Whole Stock.

A NEW INVENTION
DO DAMAGE.
RUNS EASY.
26 Cords of Beech have been tested by one man in 100 hours. Hundreds have saved 5 and 6 cords daily. "Ready" what every Farmer and Wood Chopper wants. Send order from your nearest store the above is only to say, we manufacture in Canada. Write for Circulars (telephone call 2222) to the Address: FOLDING SAWING MACHINE CO., 305 to 311 S. Canal St., Chicago, Ill.

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Agricultural Implements!

OF EVERY DESCRIPTION,

SPECIALLY,

THE WATSON

Manufacturing Co's.

GOODS, COMPRISING

The Watson, all Steel, Deering

Binder, (The best Canadian Binder sold in Manitoba, see it before you order.)

The Watson Mowers, Reapers,

Harrows, etc. We also sell

The American all Steel Binder

Manufactured by WM. DEERING & Co.,

Chicago.

American Buffalo Sulkey and

Walking Plows.

The Ayr American Buffalo

Gangs, Sulkey's and Walking

Plows.

Mills' Champion Fanning

Mills with Digger attached.

The Celebrated Household

Sewing Machines.

Repairs of all kinds kept in hand or ordered for you.

The Public must only decide from above list that we have the best line of goods sold by any one firm in Manitoba for season of 1886.

Correspondence solicited and promptly answered.

G. M. SMITH. J. SHIRRIFF.

STRAYED

FROM the Royal a Sordell Mare, white star on forehead, broken a nose leather halter, brass bell on left shoulder, half diamond H.

Information leading to her recovery will be suitably rewarded.

C. PILLING.

NOTICE.

Messrs. Smith & Shirriff, of Brandon, has been appointed our exclusive agents, and are authorized to act for us in all matters pertaining to our business at Brandon.

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OATS, BARLEY, FLAX

SEED, POTATOES AND

PRODUCE!

For which we will pay highest Cash Price

AT FARISH'S ELEVATOR

SIXTH STREET, BRANDON.

J. HANBURY & Co.

GENTLEMEN,

If you want your

Horses Shod!

IN FIRST-CLASS STYLE

CALL ON WILSON

Where you will always get the best Horse-Shoeing done in the City—where they get all the fast and best horses shod in the latest and improved styles.

Special attention paid to Corns, Contractions, Quarter cracks and other diseases of the hoof by

WM. WILSON,

9TH STREET, — BRANDON.

Merchants' Bank

OF CANADA.

Capital..... \$5,799,200

Reserve Fund..... 1,700,000

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Garnet, Ottawa, St. Thomas,

Hamilton, Owen Sound, Toronto,

Ingersoll, Perth, Walkerton,

Kincardine, Prescott, Windsor.

BRANCHES IN MANITOBA.

Winnipeg, Brandon.

Bankers in Great Britain: The City of London Bank (Limited), 30 Lombard St. London, Glasgow and elsewhere.

Agency in New York 61 Wall Street, Messrs. Henry Hazen and John R. Harris, Jr., Agents.

Brokers in New York: The Bank of New York N. Y. A.

A general banking business is transacted. Money received on deposit.

Four per cent per Annum allowed on Deposit Receipts until Further Notice.

Drafts issued available at all points in Canada.

Sterling Exchange and drafts on New York bought and sold.

Letters of Credit issued available in China, Japan and other foreign countries.

Collections made on favorable terms.

